# THE SIXTH DAY.

*23rd February 1918.*

The Assembly met at 11-45 A. M. on Saturday, the 23rd February 1918.

**82. Means of communication in the eastern pakuthies of the Thiruvella taluk.**

*Mr. N. Narayana Panikkar* (Member, Thiruvalla Taluk) requested the following works to be executed :—

(1) Cherukolepuzha–Poovanakkadavu road.—From 1077 lands had been acquired only for a distance of three miles and the people had finished the earth-work. No attempts had been made to complete the acquisition of lands. Early completion of the work was urged.

(2) Ezhumattur-Manimala road.—It was announced at the Assembly session of 1089 that the above road had been sanctioned by Government. Of the whole length, about 5½ miles had been done by the people. The rest was also being executed by them. But the difficulty was that two bits of the track covering a distance of 2½ miles were full of cocoanut trees and the owners were too poor to abandon those cocoanut gardens. The Member, therefore, requested that those bits be acquired.

(3) Kozhencheri–Mylapra road.—The necessary plans had been ordered to be prepared. The Member prayed that the work might be arranged to be taken up when the people were ready to help and co-operate in the matter.

The Member also urged that the following roads be constituted into a section for purposes of P. W. D. administration:—

*I. Roads newly cut.*

(1) From Thondarakadavu to Otharayar.

(2) From Krishnan Nair Road to Thundikadavu.

The people were ready to complete the roads and hand them over to Government, if the latter would acquire a small intervening bit and place it at their disposal.

*II. Village roads.*

(1) Chengannur-Kozhencheri road.
(2) Thondara-Vallamkulam road.
(3) Mallappalli-Manimala road.
(4) Pullattu-Ranni road.
(5) Kaviyur-Mallappalli road.

The first two did not require any heavy expenditure of money but they stood in danger of being encroached upon by the people. The people had put up the necessary culverts in the last three lines of roads, but there was a portion to be acquired which should be done by Government.

*Dewan's reply.*—A sum of over Rs. 7,000 has already been spent for acquisition of lands for the first road mentioned by the Member. The Peishkar has been asked to negotiate with the ryots in regard to the acquisition of further lands. The other matters will be referred to the Chief Engineer for report.

**83. Restoration of the Vellanjili canal and the construction of a road along one of its banks to connect Karumadi with the main road to Alleppey.**

*Mr. K. Narayana Pillai* (Member, Ambalapuzha Taluk) requested that the people might be given means of communication between Karumadi and the taluk and other offices situated at the beach. His suggestion was that the *thodu* to the

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south of the temple might be deepened and repaired and extended to Njavarakal where there was a temple dedicated to Subramaniaswamy, close to the Taluk Cutcherry. The mud and sand from the canal when deepened could be used for making a road. The Karumadi road which was now in a bad condition should be improved and joined on to the canal road proposed by the Member. Thus, the people who got down from the steam and motor launches at Karumadi would have a way to the Taluk Cutcherry.

The other request of the Member was that a road be constructed on the northern side of the temple to enable all classes of people to go to the Taluk Cutcherry. On account of the close proximity of the temple, all classes of people could not at present use the way to the north of the temple.

In conclusion, the Member added that, if both the canal and the road could not be allowed, one of them at least might be sanctioned.

*Dewan's reply.*—Noted.

**84. Means of communication in the Shertalay taluk.**

*Mr. Adichan Narayana Pillai* (Member, Shertalay Taluk) after representing the long-standing and unredressed grievances of the people in the matter of means of communications, referred in grateful terms to the thorough inspection of the taluk by Mr. Bastow, the Chief Engineer, who had given it as his opinion that there should be one road over the whole length of the taluk and that cross-roads at an interval of 3 miles should also be constructed breadthwise. It was the opinion of Dewan V. P. Madhava Rao C. I. E. that a light railway would be best suited to the conditions of the taluk. The Member was of the same opinion as the cost of maintenance of a railway would be very little.

The requests of the Member were:—

(1) to cut two cartable roads *i. e.* from Thanneermukkam to Kunjithai and from Mukamma and Mannancheri to Kalavur, with the necessary bridges.

(2) to construct the bridges mentioned below:—

(*a*) one in the Ezhupunnaputhan *thodu* to the west of Chemmanad.

(*b*) the one on the Thanneermukkam road near Kattachira.

(*c*) the bridges in Poothodu and Puthenthodu in Shertalay town.

(3) to construct a light railway from Alleppey to Arur, as it would pass through 14 *pakuthies* of the taluk and the Shertalay town. Further, the northern terminus of the line would only be three miles from Cochin.

In conclusion, the Member submitted that there need be no expenditure on acquisition of lands in the taluk, as there was plenty of Government land available.

*Dewan's reply.*—In regard to the railway, the Chief Engineer has been asked to advise the Government as to whether a road or a light railway for Shertalay would be the cheaper one. Mr. Bastow has promised to send up his report before he leaves. As regards the other matters, the question of improving the means of communication in the taluk is engaging the attention of Government.

**85. Means of communication in the Vaikam taluk.**

*Mr. K. Narayana Pillai* (Member, Vaikam Taluk) pressed for the conversion of the following into cartable roads:—

(1) Vaikam-Vetchur road, with bridges in the Maramattil and Vallayil *thodus*, and its extension as far as the Kottayam-Kumarakam road, so as to reduce the distance from 25 to 12 miles.

(2) Thuravam-Thalayolaparambu road.

(3) The Village road running along the western side of the Taluk Cutcherry to Thirumanivenkitapuram.



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